

**MARYLAND HISTORICAL TRUST
NR-ELIGIBILITY REVIEW FORM**

Property Name: _____ Inventory Number: MD0002 CH-867

Address: 4900 Crain Highway, Charles County - in the vicinity of White Plains

Owner: King, Thomas and Ellen and J B Colbert

Tax Parcel Number: 69 Tax Map Number: 23

Project MD 301 Agency State Highway Administration (SHA)

Site visit by SHA Staff: ☒ no ☐ yes Name: _____ Date: _____

Eligibility recommended ☐ Eligibility **not** recommended ☒

Criteria ☐ A ☐ B ☐ C ☐ D Considerations: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G ☒ None

Is property located within a historic district?: ☒ no ☐ yes Name of District: _____

Is district listed?: ☒ no ☐ yes

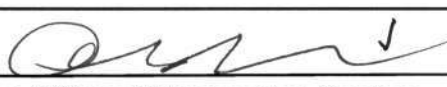
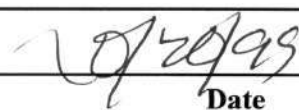
Documentation on the property/district is presented in: Project Review and Compliance Files

Description of Property and Eligibility Determination *(Use continuation sheet if necessary and attach map and photo)*

The farm complex at 4900 Crain Highway consist of a circa 1950 single family dwelling and a circa 1910 barn. The brick house is one-and-one-and-half stories in height with a one-story, wood frame wing to the north. The side gable roof is continuous over the wing. The dwelling is three-bays wide, with a projecting front gable bay occupying the center of the façade (west). This projecting bay is pierced by a single-leaf, paneled door with a fanlight, and paired 6/6, double-hung, sash windows. The entry has a Colonial Revival-style door surround. The gable is pierced by a 4/4, double-hung, sash window. The central projecting bay is flanked by single, 6/6, double-hung, sash windows on the first-story and front gable roof dormers in the half-story above. An exterior, brick, gable wall chimney rises along the north elevation between the main house and the wing. The two-story barn is constructed of a transverse-frame clad with vertical wood siding. The barn is covered by a front gable roof. It appears to be in fair condition.

Most inhabitants of Charles County were engaged in farming at the time of the first settlement. The barn was the principle building erected on a farm which provided space for cows, horses, equipment, and hay, straw or tobacco storage. Throughout the 19th century, barns increased in size or were newly built to include space for smaller

Prepared by EHT Tracerics, Inc.

MARYLAND HISTORICAL TRUST REVIEW	
Eligibility recommended <input type="checkbox"/> Criteria: <input type="checkbox"/> A <input type="checkbox"/> B <input checked="" type="checkbox"/> C <input type="checkbox"/> D	Eligibility not recommended <input checked="" type="checkbox"/> Consideration <input type="checkbox"/> A <input type="checkbox"/> B <input type="checkbox"/> C <input type="checkbox"/> D <input type="checkbox"/> E <input type="checkbox"/> F <input type="checkbox"/> G <input type="checkbox"/> None
 _____ Reviewer, Office of Preservation Services	 _____ Date
_____ Reviewer, NR Program	_____ Date

animals, such as poultry and pigs, and as a place for the threshing and storage of grain. Their size also increased during the 19th century as the introduction of improved equipment led to more efficient and profitable operations, and, consequently, to increased need for storage facilities. Typically, livestock was housed on the lower level, while the upper level was reserved for the storage of hay and straw, and the threshing and storage of feed grains.

The development and increase of housing within Charles County was enhanced by the increasing dependence on the automobile and the end of World War II. Crain Highway, now known as US 301, was transformed from a local road into a bypass for traffic traveling between Florida and New York with the introduction of the Harry W. Nice Bridge in 1940. Charles County was relatively isolated from large-scale residential and commercial development within the MD 301 corridor until the 1960s. It was at that point that Crain Highway was designated US Route 301.

The population of Charles County in the middle of the 20th century numbered less than 25,000 people and the economy was based upon agricultural production, especially tobacco. Charles County was one of the largest producers of tobacco in the State of Maryland. With its economy geared toward agricultural, Charles County was primarily rural and the housing introduced after World War II was on a small scale in comparison to other areas in the country.

Modern development of Northern Charles County began in the early 1970s as the suburbs of Montgomery and Prince George's Counties became costly and congested. This influx of residents has continued over the last few decades as modern road networks have provided commuters easy access to Washington, D.C., Annapolis, Baltimore, and other cities. By 1980, the population of Charles County increased to 72,000, tripling the number of people living in the area before 1950. Although Northern Charles County, along U.S. 301, had been significantly developed before the 1990s, the majority of Southern Charles County had remained rural and agricultural. Within the last five years, Southern Charles County has experienced significant change in the form of residential housing developments.

This Colonial Revival-style house, built circa 1950, and the circa 1910 barn are not eligible for the National Register. While this farm complex illustrates Charles County's residential and agricultural development along U.S. 301, this resource lacks significance related to events, persons, or architecture. Criterion D, information potential, was not assessed for this study.

CH-867

WALDORF SHOPPING MALL
INC.
180/481
70.22A
P.5

JAFFE
108
P.1

GEORGE
G.
RHODES
444/20
7.14A.
P.41

P.69

P.134

P.433

P.39

P.13

P.6

P.7

P.322

P.212

P.200

P.202

P.377

P.268

JOSEPH B. MILLER
12/378
25 A.
P.34

J. WALLACE JENKINS
228/428
120.50A.
P.269

FRANK E. CONNELL
65/488
443.0A.
P.266
1 of 2

JAMES B. DUNBAR JR. 426/7

JAMES B
DUNBAR, JR.
371/168
10.00A.
P.335

CHARLES
ARNOLD, JR.
64/128
100A.

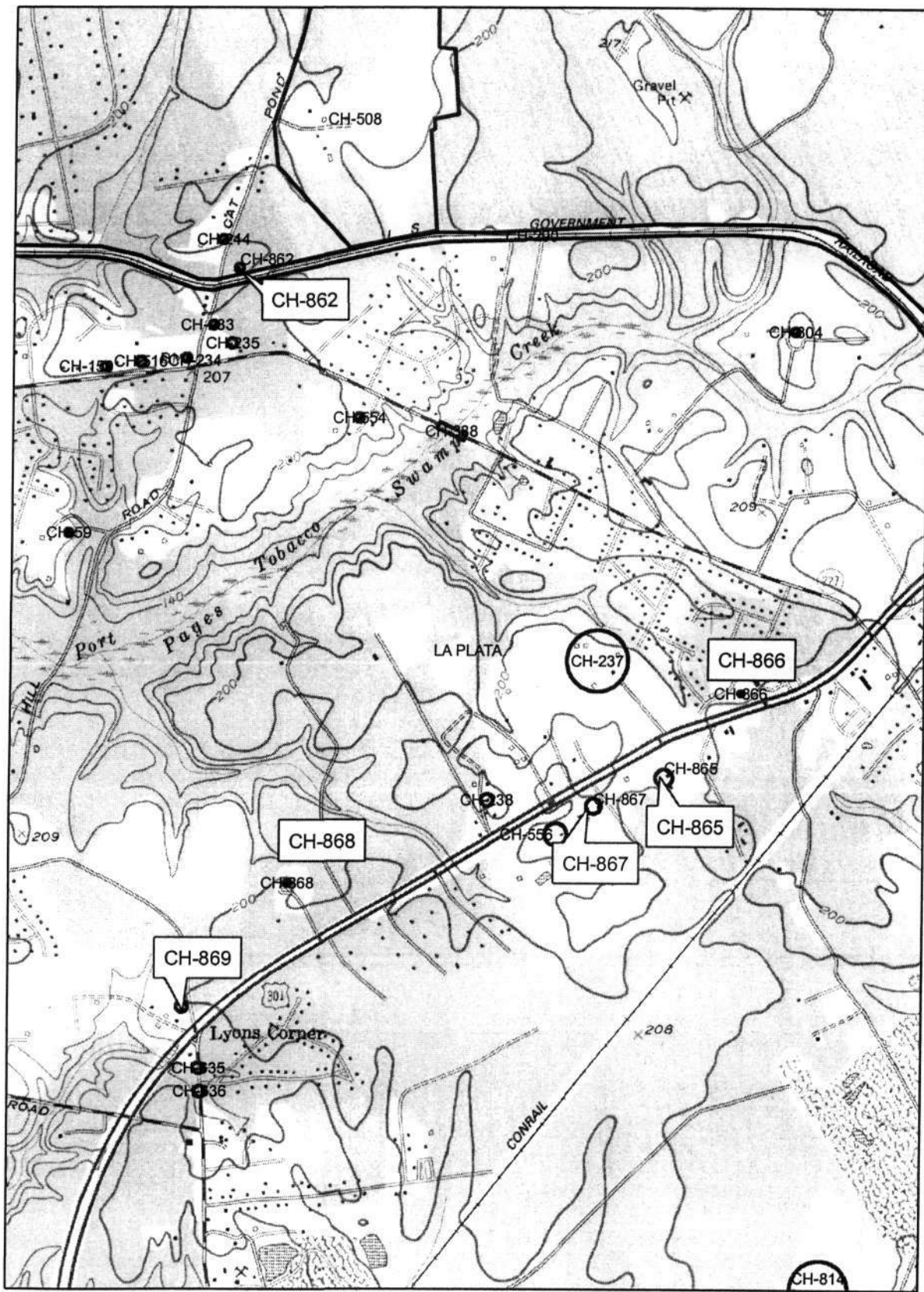
RUTH B
CISSEL
273/86
100A

MARY B.B.
MOORE
385/52
30.40A
P.270

Charles County, MD
Tax Map 23

N↑

CH-867
La Plata
Quad





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4900 Crain Highway
Charles County, MD

Traceries

June 1999

MD SHPO

View looking northeast
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